



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF POLICE

Traffic Stop Data Collection Analysis

Initial Report

Covering the period
October 2000 through March 2001

Publication Date: October 30, 2001

Charles A. Moose, Ph.D.
Chief of Police

TABLE OF CONTENTS

BACKGROUND	2
THE AGREEMENT	2
ANALYSIS OF THE DATA	3
WHO WAS BEING STOPPED?	3
WHEN & WHERE DID STOPS OCCUR?	4
WHY WERE STOPS MADE?	5
WHAT OCCURRED DURING THE STOPS?	5
DATA CHARTS	
POPULATION & STOPS OF COUNTY RESIDENTS	6
ACTION TAKEN BY RACE	8
CITATIONS ISSUED BY RACE	13
COMPLIMENTS & COMPLAINTS	18
4 TH QUARTER, 2000 COMPLAINTS	19
1 ST QUARTER, 2001 COMPLAINTS	20
DEMOGRAPHIC OVERVIEW	21
WASHINGTON, D.C. REGION.....	21
MONTGOMERY COUNTY	22
POLICE PATROL DISTRICTS	23
BENCHMARKS FOR INTERPRETATION	26
LOW DISCRETION (RADAR & RED LIGHT) STOPS	27
DISTRICT TRAFFIC SQUAD STOPS	28
PHOTO RED LIGHT COMPARISON	28
DATA COLLECTION	29
SUBGROUPS	30
STOPS BY RACE	31
REASON FOR STOP	33
STOPS BY ACTION TAKEN	35
IDENTIFIED TECHNOLOGICAL PROBLEMS	37
SUMMARY	39
APPENDIX A	

BACKGROUND

In 1997, the Department of Justice (DOJ) conducted an investigation based on allegations from the NAACP that Montgomery County Police Department (MCPD) officers engaged in racially discriminatory conduct in violation of Title VI of the Civil Rights Act of 1964 and the Safe Streets Act of 1968. These acts prohibit law enforcement agencies that receive federal financial assistance from engaging in activities and behavior in any manner that discriminates on the basis of race, color, national origin, sex, or religion. It is important to note some of the highlights of the DOJ investigation:

- ◆ There was no evidence that MCPD had a deliberate policy of discriminatory law enforcement.
- ◆ There was no evidence that MCPD officers used excessive force against African Americans.
- ◆ There was no evidence that officers subjected African Americans to discourteous conduct.
- ◆ There was no evidence that any individual officers engaged in illegal conduct under the federal law.

The Department of Justice's investigation did not prove the allegations brought forth by the NAACP. However, based on their data collection and analysis, the DOJ found that African Americans were subjected to unexplained treatment in traffic stops. Based on the information collected at the time of their investigation, the DOJ suggested that African Americans stopped in Montgomery County were cited at a percentage rate substantially higher than the percentage of the County's overall African American population. The County and FOP disagreed with these findings based on DOJ's collection and analysis of the data.

THE AGREEMENT

On January 14, 2000, the following entities voluntarily entered into a Memorandum of Agreement (MOA):

Montgomery County Department of Police (MCPD)
Fraternal Order of Police, Montgomery County Lodge 35, Inc. (FOP)
Montgomery County Government
United States Department of Justice (DOJ)

The purpose of the agreement is to provide for a cooperative effort to institute management practices by the MCPD that will promote nondiscriminatory law enforcement and community support for the MCPD and its officers. The agreement is not an acknowledgement or admission of unlawful conduct by the County or any officer. Rather, the County reaffirms its obligation and commitment to nondiscriminatory law enforcement.

ANALYSIS OF THE DATA

On September 1, 2000, the Montgomery County Department of Police began collecting data for analysis of its traffic stops. This report contains the data that was analyzed during the time periods of the fourth quarter 2000 (October through December) and the first quarter of 2001 (January through March). The collected September data had flaws, as with the creation of any new data-collection system, and is not presented in this report. The data is available for consideration and review upon request.

The narrative report under this section reflects the analysis of the combined data from both quarters. A more detailed reporting of the data, broken down separately for each quarter as required in the DOJ Memorandum of Agreement, is located in Appendix A.

Pursuant to the DOJ MOA, officers entered data for traffic stops that involved the following activities: (1) radar/laser enforcement; (2) other traffic charges; (3) lookout; (4) crime in progress; (5) investigatory reasons; (6) want-index hits. *Not* captured by the Department was information pertaining to checkpoints, roadblocks, traffic collisions, disabled vehicles, and emergency situations requiring vehicles to be stopped for safety purposes. Neither race nor ethnicity is indicated on a Maryland driver's license, therefore collected data is based on officer perception.

The following information represents an analytical summary of the data collected for the six-month period of October 1, 2000, through March 31, 2001. A comprehensive analytical summary is contained in Appendix A. For the purposes of edification, some percentages contained within this report have been rounded.

WHO WAS BEING STOPPED?

Between October 2000 and March 2001, MCPD officers recorded a total of 32,743 traffic stops. Data analysis revealed that White drivers accounted for 52.7% of the stops, Black drivers accounted for 27.3%, Hispanic drivers accounted for 11.4%, Asian drivers accounted for 7.2%, and American Indian drivers accounted for 1.4%. Further analysis revealed that 98%, or all but 536, of these stops were for radar/laser or other traffic-related reasons.

The Montgomery County 2000 population demographics as released by the US Census Bureau reflected that 64.8% of the population is White, 15.1% of the population is Black, 11.5% of the population is Hispanic, 11.3% of the population is Asian, and American Indians comprise 0.3% of our population.

The traffic stop data collection process permitted the extraction of just Montgomery County resident data, which is available for analysis. Overall, of the 32,743 total stops collected, 71.86% (23,530 stops) were for Montgomery County residents. The analysis of just this data revealed that White drivers accounted for 55.87%, Black drivers accounted for 22.88%, Hispanic drivers accounted for 11.65%, Asian drivers accounted for 8.07% and American Indian drivers accounted for 1.53%.

Comparative analysis of County population demographics and traffic stops of just local residents revealed that a higher percentage of American Indians and Blacks were stopped than reside in the County. This also shows that a lower percentage of Whites and Asians were stopped and that a statistically equal number of Hispanics were stopped as reside in the County.

The actual demographics of the population driving within Montgomery County are unknown. Prince George's County and Washington, DC, both having African American population demographics that exceed 55%, border the County to the east and south. Howard County, which has a comparable African American population but a significantly lower Hispanic population than Montgomery County, borders the County to the northeast. Frederick County, which has a White population of 89%, borders the County to the northwest. Montgomery County also has a number of Northern Virginia commuters who pass through each day from areas to the south. Therefore, all of this diversity in our region makes it impossible to accurately estimate the actual driving population demographics without an extensive empirical traffic survey.

When we examined the gender of the drivers stopped, male drivers accounted for approximately 2/3 of all traffic stops (66%). This remained fairly consistent when reviewing just local residents stopped, at (63.6%). The percentage of male drivers stopped for both local residents and overall is higher than the County male population of 47.9%. A further breakdown of the top five race/gender groups of only local residents revealed that White male drivers were the highest group stopped at 33.7%, followed by White female drivers at 22.2%, next came Black male drivers at 14.9%, followed by Hispanic male drivers at 9%, and, finally, Black female drivers at 8%.

Analysis of the age data did not reveal any significant findings. Overall, the frequency of stops declined as the age of the driver increased beyond 60 years. This observation was consistent in the data for all drivers, as well as the subset of only local resident drivers. Countywide, drivers aged 16-45 comprised 77.9% of all drivers stopped. Drivers aged 21-25 were the highest demographic stopped, at 16.3%. Drivers aged 16-20 were the lowest segment of the 16-45 range stopped, accounting for 12.2%.

WHEN AND WHERE DID STOPS OCCUR?

Traffic stops were consistent with times of vehicular activity, with most stops being made between noon and 6:00 p.m. Of the 32,743 stops recorded, 85.8% of them lasted no more than 10 minutes, 9.1% lasted 11 to 20 minutes, 1.9% lasted 21 to 30 minutes, and 3.2% lasted over a half-hour. Longer stops could be due to conditions such as a high amount of air traffic or slow computer returns.

STOP TIME	COUNT	PERCENT
0001 to 0600	5,176	15.81%
0601 to 1200	8,897	27.17%
1201 to 1800	10,044	30.68%
1801 to 0000	8,626	26.34%
Total	32,743	100.00%

Using the officer subgroup assignments (see page 30), as defined in the MOA, enabled the Department to group the traffic stops by the officer's district/work assignment. Officers assigned to the six district stations generated approximately 97.6% of all traffic stops. The remaining 2.4% of the traffic stops were made by personnel assigned to the three bureaus: Investigative Services Bureau (ISB), Field Services Bureau administration (FSB) and Management Services Bureau (MSB), and by the personnel assigned to the Office of the Chief. Henceforth, the term "patrol" will be used for officers assigned to the six police districts and "administrative" will be used to refer to the remaining officers in the three bureaus and the Office of the Chief.

Overall, each of the districts conducted 18-21% of the traffic stops (combining the 5th and 6th Districts for the purposes of this report, as they existed until the start of 2001).

WHY WERE STOPS MADE?

Traffic violations were the basis for the stop in over 98% of all contacts recorded. Excessive speed enforcement efforts using radar or laser devices were responsible for 40.6% of stops, while all other traffic violations accounted for 57.7%. The remaining 1.6% of stops resulted from investigatory reasons, a crime in-progress, a broadcast lookout, or a want index.

It was difficult to accurately identify the grounds for every stop where a traffic violation was the reason given for the stop, because the pocket PC data collection program was organized to capture multiple violations. As a result, when multiple traffic violations were observed (i.e., registration and seat belt) there was no way of knowing with absolute certainty which one, or if both, were the cause for the stop.

WHAT OCCURRED DURING THE STOPS?

Black drivers received a higher percentage of verbal and written warnings, field interrogations and no actions taken (which are considered non-punitive), than the percentage of Black drivers stopped countywide. No significant discrepancies occurred for arrests and traffic citations issued to the African American motorists. Hispanic drivers received a significantly higher number of equipment repair orders (ERO's), civil and criminal citations, and arrests than the percentage of all Hispanic drivers stopped.

A total of 1,383 vehicles were searched out of the 32,743 stops recorded, which equated to 4.2% of all stops. Of these 1,383 searches, only 450 (1.3% of all total stops) involved consent to search being requested. The other 933 non-consent searches were either incidental to arrest, inventory, or probable cause-related.

Driver Race	Total Number Searched	% of Total Searched
American Indian	6	1.33%
Asian	19	4.22%
Black	197	43.78%
Hispanic	78	17.33%
White	150	33.33%
Total	450	100%

Of the 450 consent searches, the primary cause for the initial stop was "Other Traffic" charge followed by "Investigatory." Black drivers were the highest race searched, followed by White drivers and Hispanic drivers. A substantially higher number of males were searched than females, and the age range of 16-25 accounted for over half of the consent searches. The 1st, 3rd and 4th Districts accounted for nearly 72% of the consent searches. These districts also accounted for over 76% of the "finds" where contraband or other evidence was located. Of these 452 searches, contraband was found 152 times. Black drivers had the highest number of "finds," followed by White and Hispanic drivers.

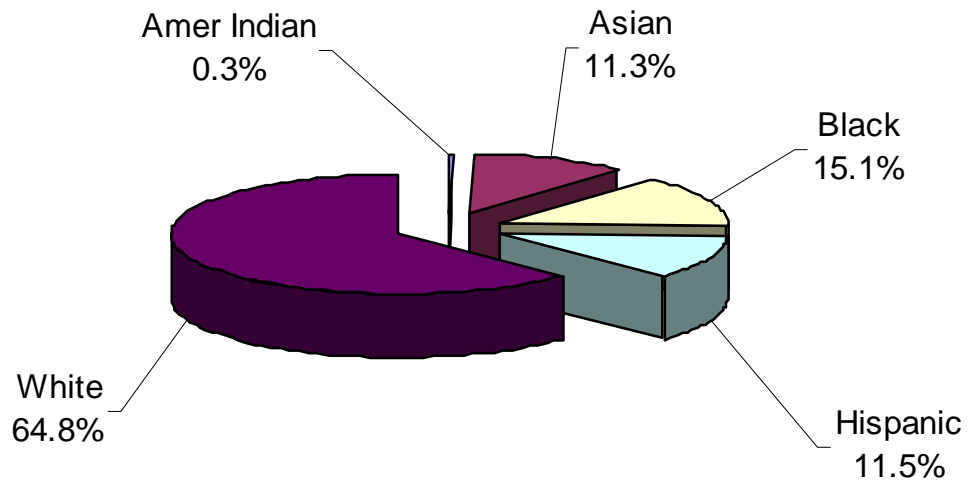
Driver Race	Number of Finds	% of Total Finds	% of Finds to Searches
American Indian	2	1.32%	33.33%
Asian	3	1.97%	15.79%
Black	70	46.05%	35.53%
Hispanic	25	16.45%	32.05%
White	52	34.21%	34.67%
Total Finds	152	100%	

DATA CHARTS



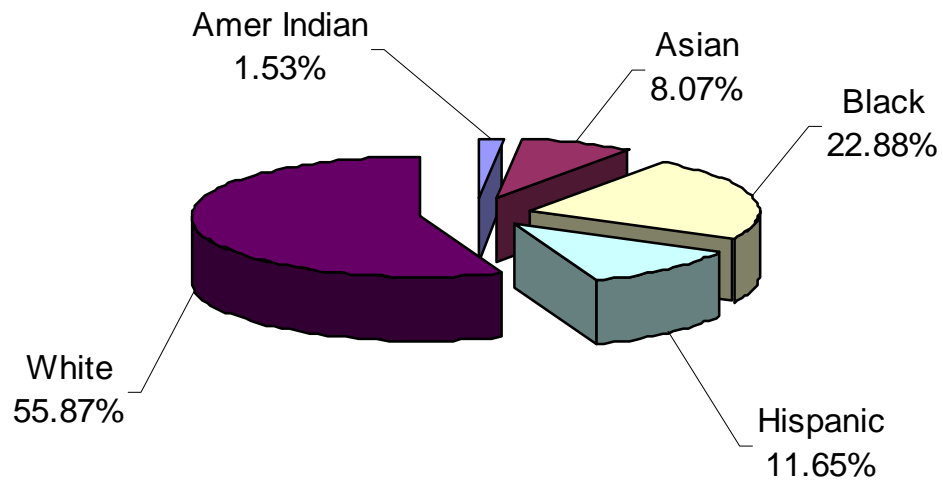
Population & County Residents Stopped

County Population



Source: U.S. Census Bureau, Census 2000

County Residents (only) Stopped



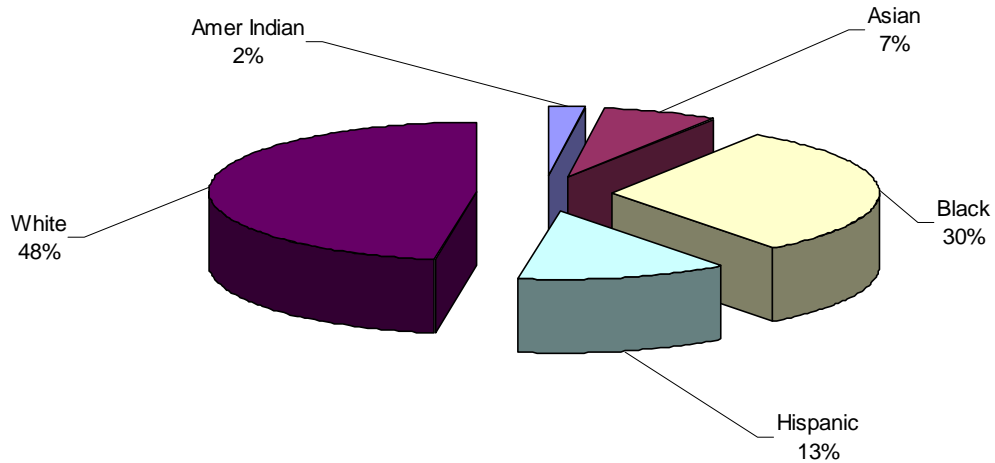
DATA CHARTS



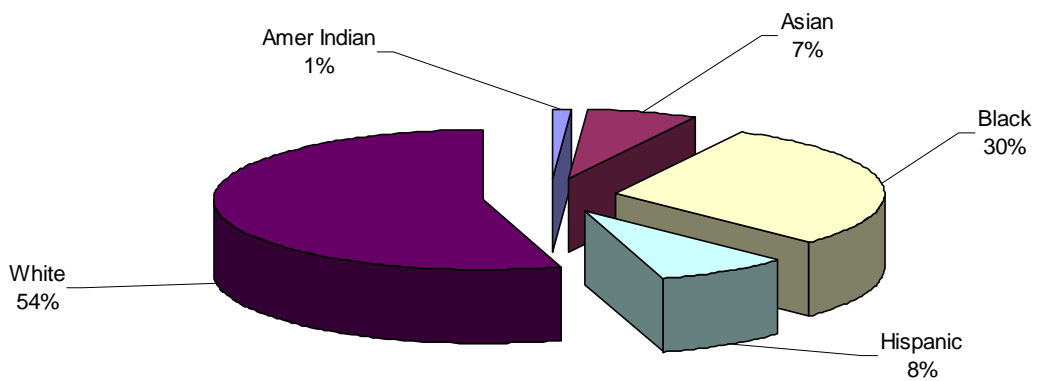
Breakdown by Action Taken

Note: These percentages include all drivers stopped,
both County and non-County residents.

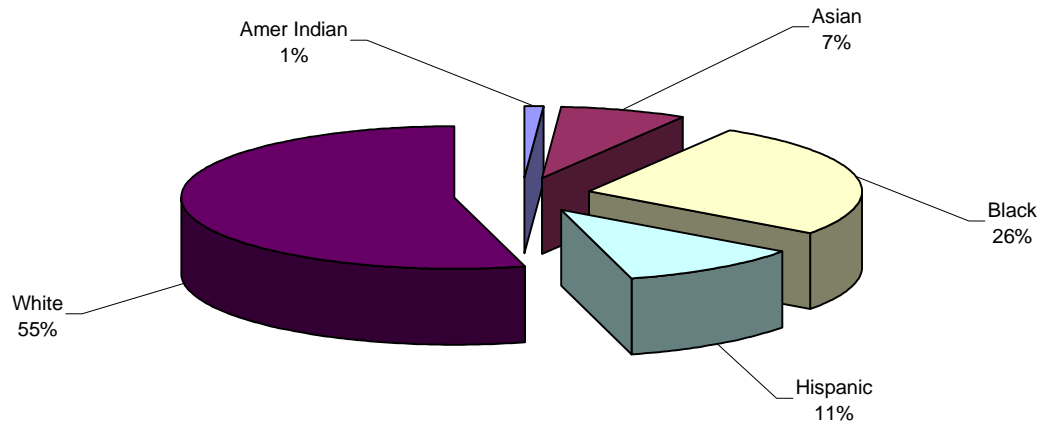
Action Taken: Verbal Warning



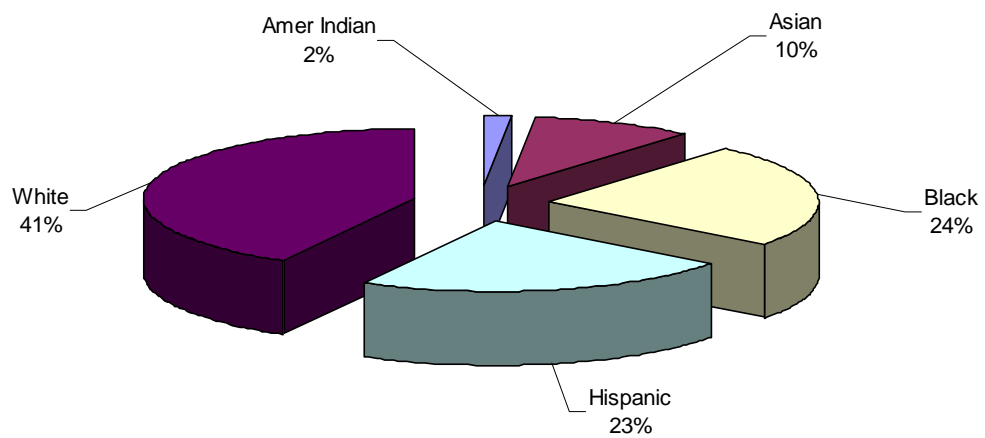
Action Taken: Written Warning



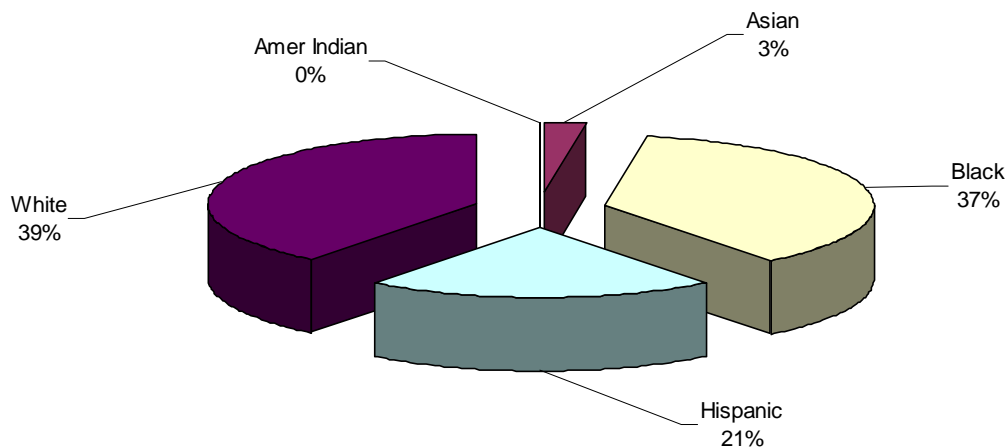
Action Taken: Traffic Citations



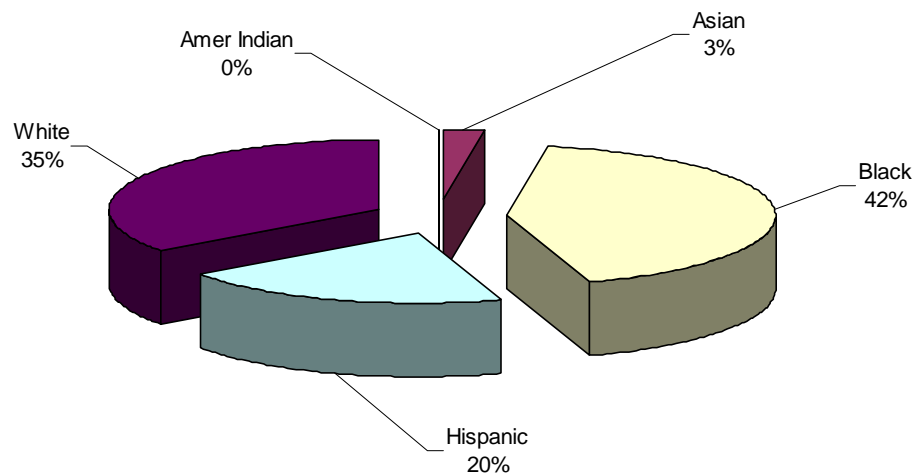
Action Taken: Equipment Repair Order



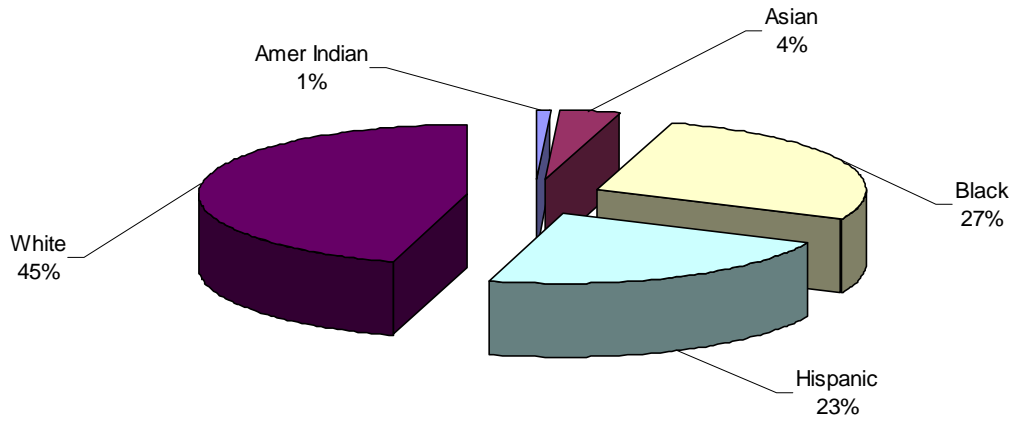
Action Taken: Field Interrogation



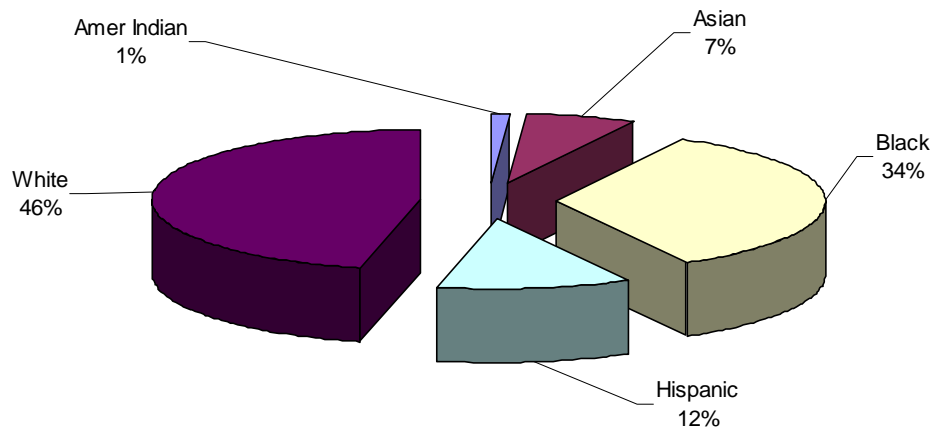
Action Taken: Criminal Citation



Action Taken: Arrest



No Action Taken



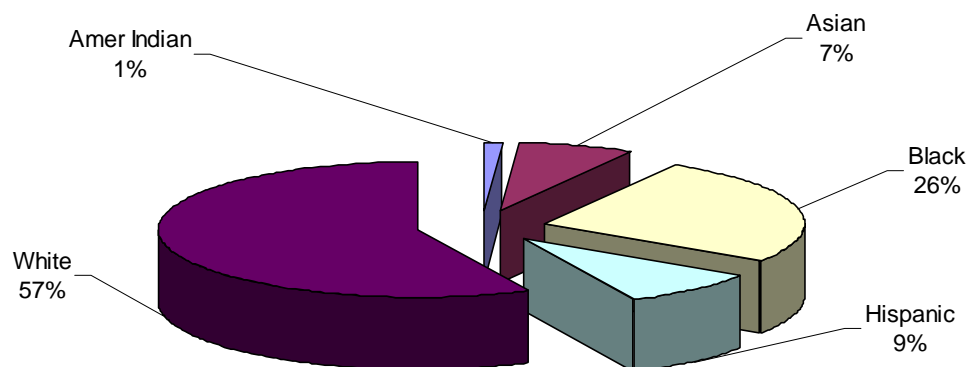
DATA CHARTS



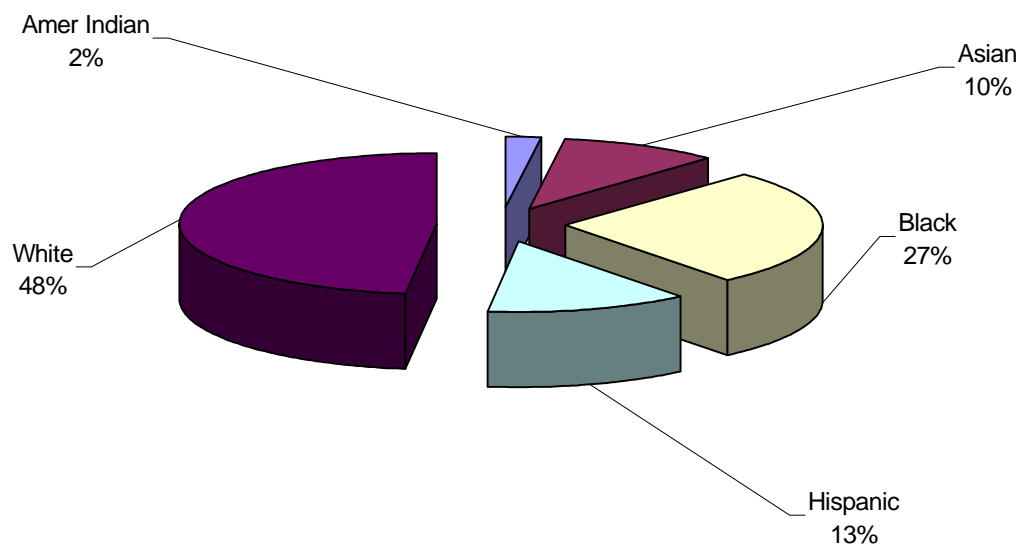
Breakdown by Citations Issued

Note: These percentages include all drivers stopped,
both County and non-County residents.

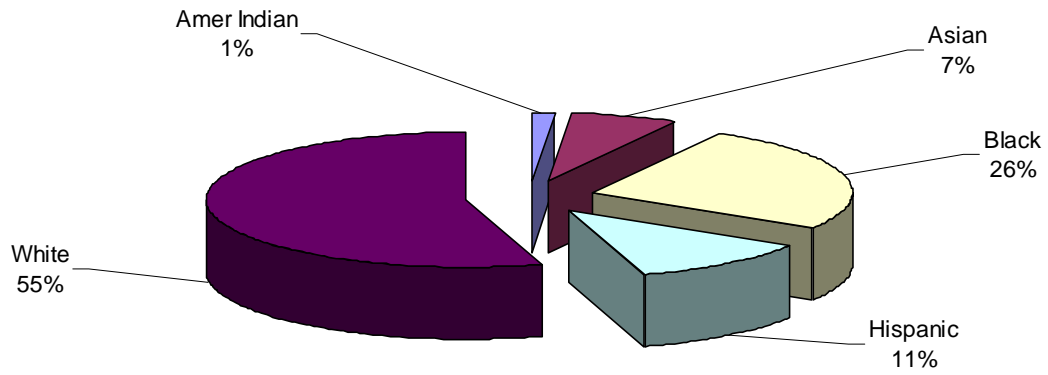
Citation Issued: Speed Violation



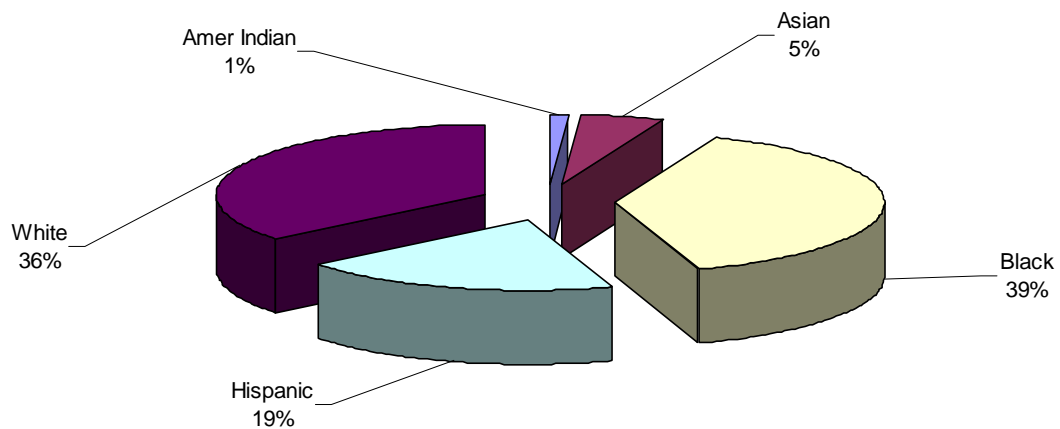
Citation Issued: Redlight Violation



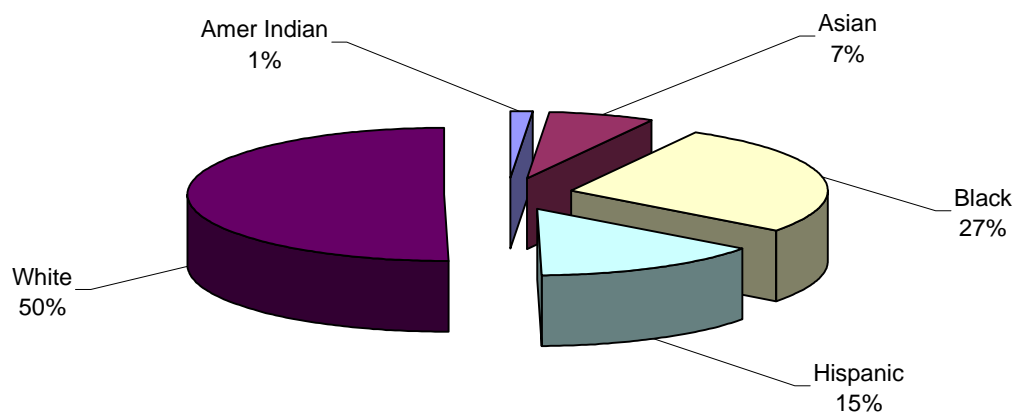
Citation Issued: (other) Traffic Device



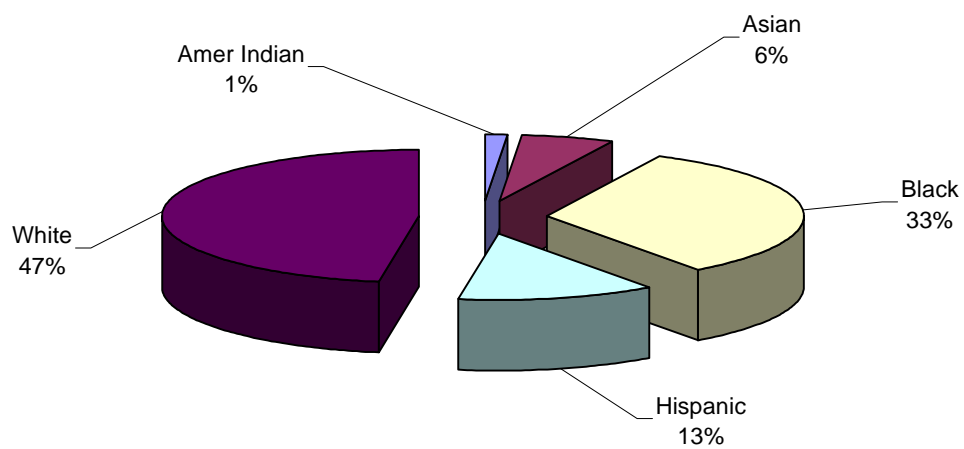
Citation Issued: License Violation



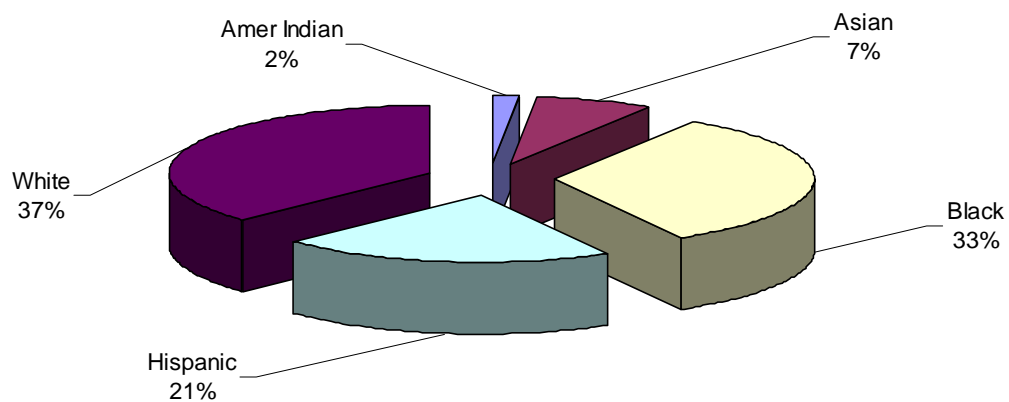
Citation Issued: Seatbelt Violations



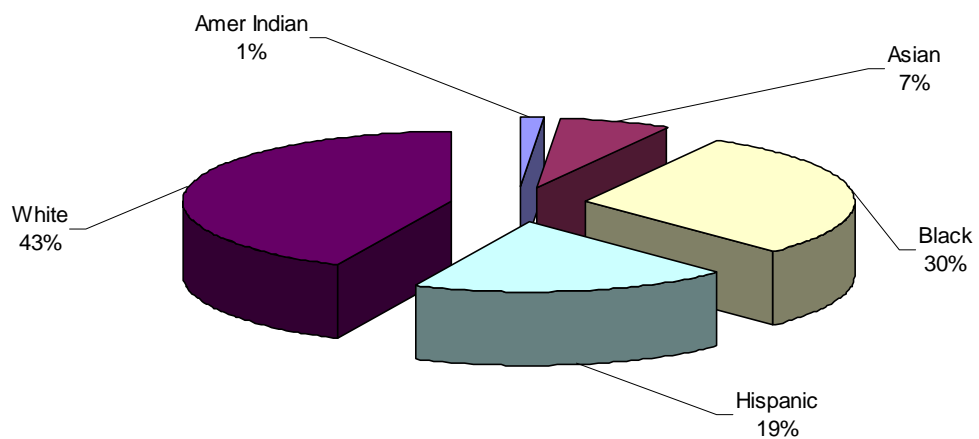
Citation Issued: Registration Violation



Citation Issued: Equipment Violation



Citation Issued: Other Traffic Violation(s)

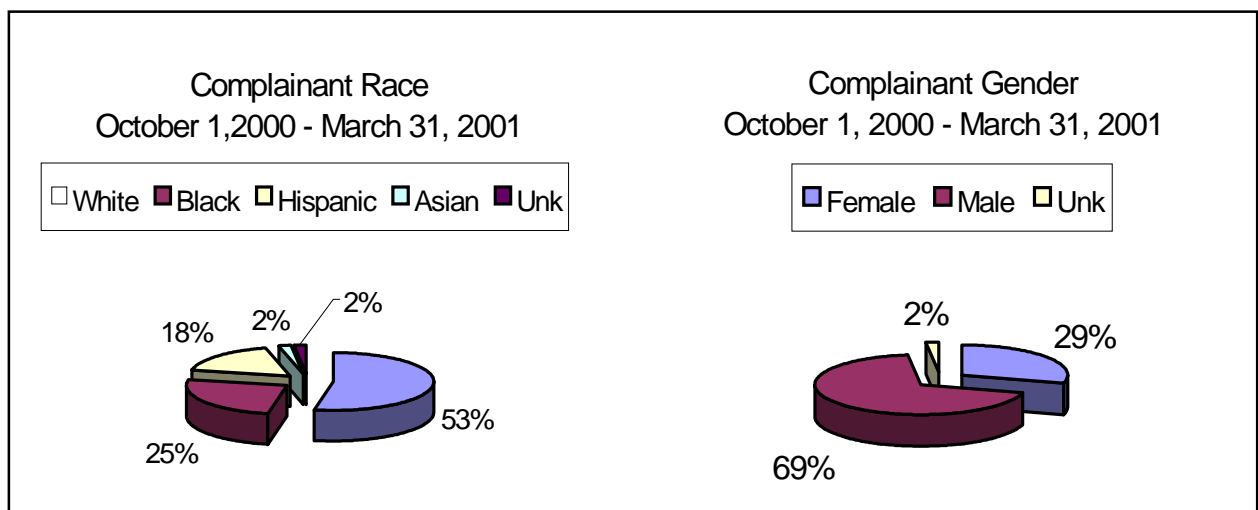


COMPLIMENTS & COMPLAINTS

The Memorandum of Agreement also required the MCPD to provide details on officer performance with regard to commendations and complaints received. From October 1, 2000, through March 31, 2001, MCPD officers received recognition for outstanding work a total of 971 times. Almost two-thirds of these compliments (616 or 63.4%) were made by people external to the Department; the remaining 355 were internal recognitions.

Type of Recognition	Total
<i>Internally Generated</i>	<i>355</i>
Inter-departmental Compliment	287
Memorandum of Recognition	10
Unit Citation	8
Commendation	7
Mini-Award	0
Chief's Award	0
Other Inter-departmental Awards	43
<i>Externally Generated</i>	<i>616</i>
Letter of Praise or Thanks	528
Telephone Contact	64
Other External Award	24

Over the six-month period spanning October 1, 2000, through March 31, 2001, the MCPD Internal Affairs Division received a total of 45 formal complaints, resulting in 143 allegations against officers of the Department. During this same time period, officers of the MCPD conducted 32,743 traffic stops. Of the 45 formal complaints received by the Internal Affairs Division, only eight were traffic related.



CALENDAR YEAR 2000 – 4TH QUARTER COMPLAINTS

During the last quarter of calendar year 2000, the Internal Affairs Division received 23 formal complaints against officers of the Montgomery County Department of Police. The 23 complaints resulted in a total of 69 allegations of officer misconduct. The allegations included the following:

- 4 - abuse of authority
- 3 - untruthful statements
- 3 - carrying credentials
- 1 - compliance with orders
- 18 - conforming to law
- 10 - courtesy
- 8 - discrimination
- 1 - integrity of reporting system
- 1 - neglect of duty
- 1 - secondary employment
- 1 - sexual harassment
- 6 - unsatisfactory performance
- 12 - use of force

Of the 69 allegations, for the last quarter of 2000, 8 were sustained, 10 were not sustained, 14 resulted in the officer being exonerated, 24 were determined to be unfounded, 6 were closed administratively, and 7 are still pending.

Five of the 23 complaints received by the IAD for the last quarter of 2000 were related to traffic stops. The following is a more detailed account of these five complaints:

- An Hispanic female complainant initiated 15 allegations, none involving discrimination, against 4 officers, 2 W/M, 1 A/M, and 1 W/F. All of the allegations were determined to be either unfounded or the officers were exonerated.
- A Black male complainant initiated 1 allegation (discrimination) against 1 W/M officer. The allegation was determined to be unfounded.
- A Black male complainant initiated 1 allegation (discrimination) against 1 H/M officer. The allegation was determined to be unfounded.
- Two Hispanic males initiated 2 allegations (courtesy and discrimination) against 2 officers, 1 W/M and 1 A/M. The allegations against one officer were determined to be unfounded, while the dispositions of allegations against the second officer are pending.
- A White male complainant initiated 5 allegations (1 abuse of authority and 4 conforming to law) against 5 officers, 4 W/M and 1 B/M. The allegations of abuse of authority resulted in the officer being exonerated and it was determined that the other 4 allegations were unfounded.

CALENDAR YEAR 2001 – 1ST QUARTER

During the first quarter of calendar year 2001, the Internal Affairs Division received 22 formal complaints against officers of the Montgomery County Department of Police. The 22 complaints resulted in a total of 74 allegations of officer misconduct. The allegations included the following:

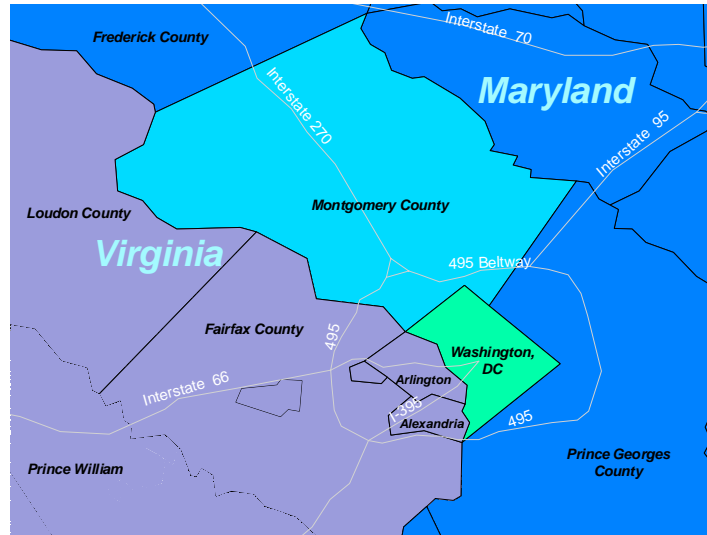
- 9 - abuse of authority
- 1 - abuse of process
- 2 - conduct unbecoming
- 13 - conformance to law
- 16 - courtesy
- 7 - discrimination
- 1 - fail to ID
- 3 - integrity of reporting system
- 1 - property
- 1 - sexual harassment
- 1 - unsatisfactory performance
- 2 - untruthful statements
- 17 - use of force

Of these 74 allegations for the first quarter of 2001, 2 were sustained, 19 were not sustained, 30 were determined to be unfounded, 3 were closed administratively, and 20 are still pending. Three of the 23 complaints, received by the IAD for the first quarter of YR2001, were related to traffic stops. The following is a more detailed account of the 3 complaints:

- An Hispanic male complainant initiated 3 allegations (conduct unbecoming, courtesy, and abuse of authority) against 1 W/F officer. The dispositions of the allegations are pending.
- A Black male complainant initiated 2 allegations (abuse of authority and discrimination) against 1 W/M officer. The allegations were determined to be unfounded.
- A Black male complainant initiated 2 allegations (courtesy and discrimination) against 1 W/M officer. The allegations were determined to be unfounded.

DEMOGRAPHIC OVERVIEW

Montgomery County, Maryland, is adjacent to Washington, DC, and is separated from Virginia by the Potomac River. The county covers just over 500 square miles and is home to an estimated 873,341 people and 324,565 households.



WASHINGTON, D.C. REGION

The 2000 Census clearly shows how the Washington, DC, region continues to become more racially and ethnically diverse. More than one-quarter of the area's population is Black or African American at 28%, Asians comprise 8% of the population, and 4% indicated that they were of some other (non-White) race. At 57%, more than half of the region's population is White. Census 2000 was also the first opportunity for residents to indicate that they were of more than one race. According to the Census counts, 131,734 people or 3% of the region's population is multi-racial.

Black / African American Population

According to the 2000 Census, more than 1,186,000 persons (approximately 28% of the region's population) are Black or African American.

More than half (54.6%) of the region's Black population reside in the Maryland suburbs, 28.9% reside in the District of Columbia, and 16.5% in Northern Virginia.

Slightly more than two of every five (42.4%) Blacks in the metropolitan Washington area live in Prince George's County, Maryland.

Hispanic Population

Approximately one of every ten persons (9.7%) in the region is Hispanic or Latino. People who identified themselves as "Hispanic" or of "Latino" origin can be of any race and are included in the counts for single and multi-race categories. Therefore, some calculations of percentages may not equal 100.

Nearly half (49.4%) of all Latinos in the region reside in Northern Virginia, nearly two-fifths (39.6%) reside in the Maryland suburbs, and 11% reside in the District of Columbia. Together, Fairfax County (Virginia) and Montgomery County are home to half of the region's Hispanic population.

Since "Hispanic" is not considered a race, persons of Hispanic descent might instead be included in the African American or White population count.

Asian Population

Based on Census 2000, more than 323,000 persons or 7.6% of the region's population are Asian.

More than half (53.8%) of the region's Asian population reside in Northern Virginia, while more than two-fifths (41.4%) reside in suburban Maryland. Slightly more than 15,500 people, or about 4.7%, of the region's Asian population reside in the District of Columbia.

MONTGOMERY COUNTY

Montgomery County is the most populous jurisdiction in Maryland and is the second largest jurisdiction in the Washington metropolitan area, after Fairfax County, Virginia.

White

The county's White population has decreased by 2.6% since 1990. In 2000, 14,916 fewer Whites resided in the county, thereby bringing the total White population to 565,719. The White population was 64.8% of the total 2000 population.

Minorities accounted for 125% of Montgomery County's population growth between 1990 and 2000. Minority representation rose from 27% of the total population in 1990 to 40% in 2000.

Black / African American Population

In Montgomery County, the Black or African American population grew by 43.3% since 1990. In 2000, there were 39,989 more Black or African Americans residing in the county, bringing the total Black or African American population to 132,256. The Black or African American population was 15.1% of the total 2000 population.

Hispanic Population

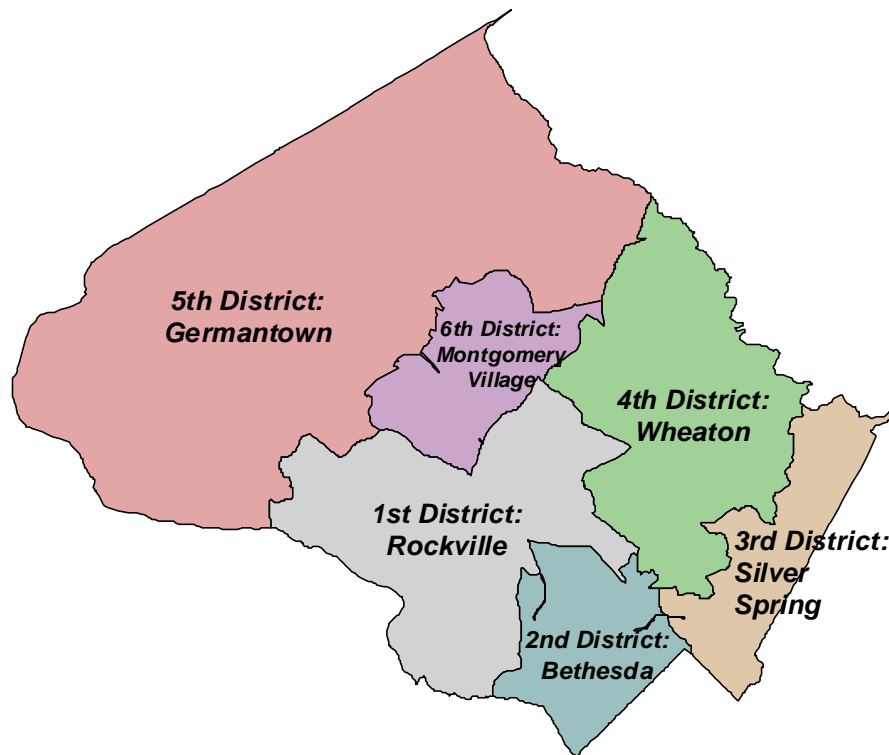
The Hispanic population increased by 80.6% since 1990. In 2000, there were 44,920 more persons of Hispanic descent residing in the County, bringing the total Hispanic population to 100,604. The Hispanic population accounts for 11.5% of the total 2000 population, up from 7.4% in 1990. Almost half of all Maryland's Hispanic or Latino population reside in Montgomery County.

Asian Population

In Montgomery County the Asian population grew by 60% since 1990. In 2000, there 36,997 more Asians residing in the County, bringing the total Asian population to 98,651. The Asian population was 11.3% of the total 2000 population. Nearly 31% of the Washington metropolitan region's Asian population reside in Montgomery County.

POLICE PATROL DISTRICTS

Montgomery County is divided into six patrol districts; a brief description of each is provided below. Each district is staffed with uniformed officers who provide patrol services for smaller geographic regions or beats. The officers respond to calls for service, investigate criminal activity, and enforce traffic laws.



1st District – Rockville **Square Miles:56**

Rockville is the county seat of Montgomery, with a mixture of residential communities and a large corridor of commercial establishments along MD Route 355. A portion of the residential area of Potomac is housed partly in the 1st District.

2nd District - Bethesda **Square Miles:51**

This area is primarily a residential community, with large commercial areas, located to the northwest of Washington, D.C. The 2nd District contains several main traffic arteries to and from bordering jurisdictions and has a high volume of vehicular traffic due to the large commercial districts.

3rd District - Silver Spring
Square Miles:33

This district is extremely diverse in racial/ethnic composition, with significant Hispanic and African American representation. This area has highly traveled thoroughfares to and from neighboring jurisdictions, to include Washington, D.C. to the south and Prince George's County, Maryland, to the east.

4th District - Wheaton
Square Miles:70

Generally, this part of the county is a mixture of older residential communities and commercial establishments. The 4th District also has seen a rise in its Hispanic population. A variety of commercial establishments and shopping centers are located along the major roadways.

5th District - Germantown
Square Miles:251

The largest geographic area of all police districts, the 5th District encompasses the most rural space. It includes the Germantown, Damascus and Poolesville areas that are primarily residential, yet mixed with commercial areas located along the main arterial roadways. The 5th District stretches to the northernmost reaches of the county.

6th District - Gaithersburg/Montgomery Village
Square Miles:44

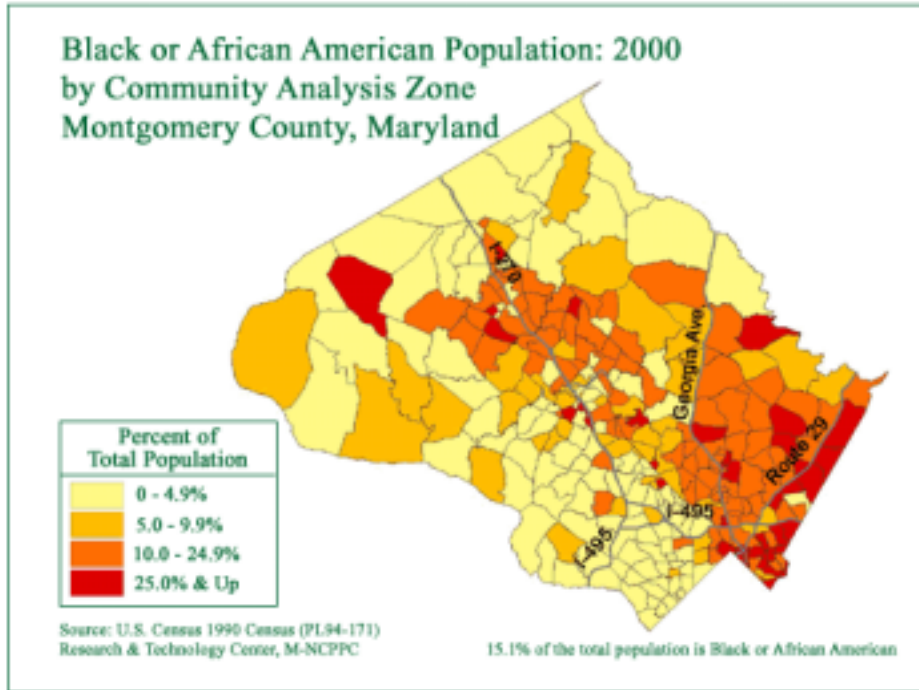
Opened on December 31, 2000, the 6th District annexed a large, densely populated portion of the 5th District. Gaithersburg and Montgomery Village are heavily populated residential areas containing several shopping and other commercial areas. Additionally, there are several pocketed areas that house large populations of Hispanic and African American residents. The 6th District is located mid-county.

The non-Hispanic, White, population of Montgomery County represented 64.8% of the overall county population in calendar year 2000. While the non-Hispanic White population is distributed throughout the County, the 1st, 2nd, 5th, and 6th police districts seem to be the highest residential centers.

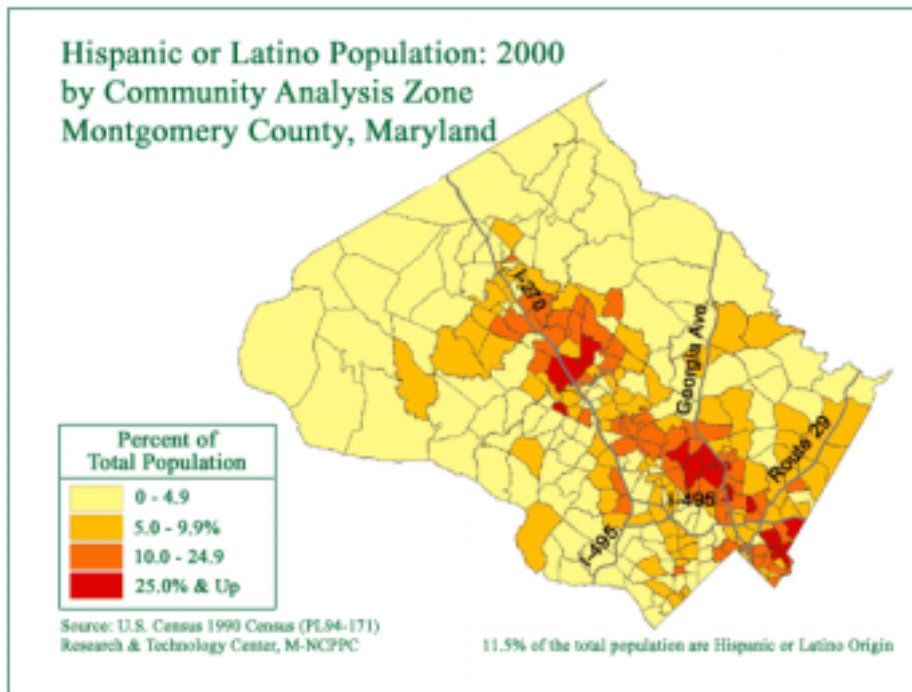
Within Montgomery County, majority segments of the African American population can be found within the 3rd, 4th, 5th, and 6th police districts. The African American population is the second largest ethnic community in Montgomery County, with approximately 15% of the overall county population.

(see map on next page)

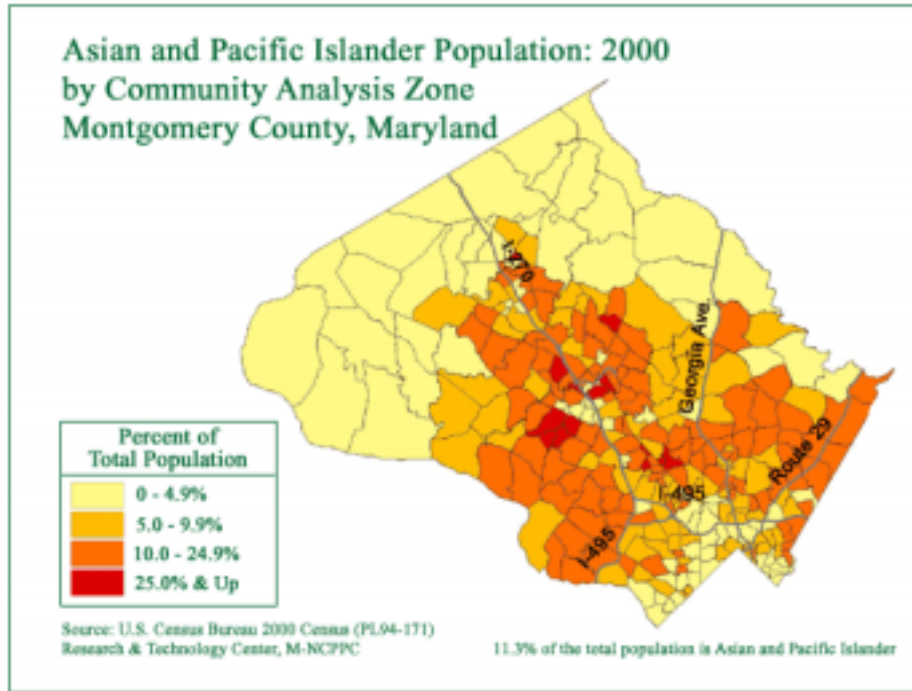
African American Population in Montgomery County, continued:



The most concentrated representation of the Hispanic community can be found within the 3rd and 4th Districts. The 6th District includes the City of Gaithersburg, which is the largest incorporated city in Montgomery County with a population of 52,613, ranking it as the state's third largest city. Much of Gaithersburg's growth is tied to its increasing minority population. Approximately one-fifth (19.8%) of the population of the City of Gaithersburg is Latino.



The Asian and Pacific Islander population represents approximately 11.3% of the overall Montgomery County population. Almost one-half of Maryland's Asian population reside in Montgomery County, while approximately 31% of the Washington metropolitan region's Asian population reside in the County. Significant proportions of the overall Asian population can be found in each of the six police districts.



BENCHMARKS FOR INTERPRETATION

The Department of Justice released a funded report in November 2000, entitled *Resource Guide on Racial Profiling Data Collections Systems – Promising Practices and Lessons Learned*. This report provided an overview of current activities in several states and recommendations for the future. In Chapter 5, “Recommendations for Traffic Stop Data Collection Systems,” they explained the concept of “low discretion” stops where “officers have little discretion but to respond.” They advised that low discretion stops might be analyzed differently because law enforcement actions are based on an external source or specific conduct (such as radar speed enforcement) rather than an officer’s discretionary determination. The chapter further enumerates that a driver failing to stop for a red light or speeding more than 30 miles an hour may be considered low discretionary because the officer feels obligated to pull over the driver.

Using a recommendation from the Police Executive Research Forum publication *Racially Biased Policing: A Principled Response* as a guide, the MCPD followed the definition of activities that could be targeted for data collection and developed benchmarks. Although scientific reliability measures are not available for these benchmarks, the absence of driving population information and the lack of confidence in Census data made using these a reasonable course of action when evaluating the traffic stop data.

The benchmarks that will be examined are:

1. Low discretion radar/laser and moving red light violations
2. District Traffic Squad stops
3. Photo red light camera data

The primary issue raised by the Department of Justice inquiry was the disparity between the African American population and the stop rate for African American drivers. The DOJ based this solely on traffic citation analysis, including those issued for collisions, checkpoints, etc. Attempting to identify (quantify) a realistic driving population in the absence of a traffic study will be the first area addressed. Per the MOA, the traffic stop data produced by this report will serve as baseline data for future reports. As data collection issues, data analysis capabilities, and our experience in working with the data improve (as explained later in this report), deeper and more detailed interpretation of the traffic stop data is expected.

LOW DISCRETION (RADAR/LASER & RED LIGHTS)

As previously explained in this section, the Department of Justice publication identified red light violations as a low discretion benchmark (moving violations, as opposed to ones captured by red light cameras). The use of speed measuring devices, such as radar and laser, enables officers to identify speeding vehicles at distances greater than officers are able to see the drivers. It is readily accepted in the law enforcement community that the uses of radar/laser instruments are vehicle selective, which makes them an excellent internal benchmark. The Department believes that combining low discretionary red light violations with radar/laser vehicular stops provides a reasonable data set of sufficient size for comparison purposes.

Analyses of the traffic stop data revealed that a total of 15,718 radar/laser/red light (RLR) stops were made. Further analysis showed that 56.3% of these stops were of White drivers, 26.2% stops were of Black drivers, 8.8% stopped were Hispanic drivers, 7.4% were Asian drivers and 1.2% were American Indian drivers. When looking just at local residents

	All Traffic Stops		Low Discretionary Stops	
	All Persons Stopped		All Persons Stopped	
	#	%	#	%
American Indian	460	1.4%	191	1.22%
Asian	2,370	7.24%	1,170	7.44%
Black	8,932	27.28%	4,124	26.24%
Hispanic	3,728	11.39%	1,378	8.77%
White	17,253	52.69%	8,855	56.34%
TOTAL:	32,743	100%	15,718	100.01%

stopped, it is noted that White drivers spanned a range of 32% in the 3rd District (low) to 66% in the 1st District. The number of Black drivers stopped ranged from 15% in the 1st District to 47% in the 3rd District. Hispanic drivers stopped ranged from 6% in the 1st District to 12% in the 3rd District. Asian drivers stopped ranged from 5% in the 2nd District to 10% in the 1st District, while the American Indian drivers stayed consistently at approximately 1% in all districts.

DISTRICT TRAFFIC SQUAD STOPS

The Montgomery County Department of Police deploys a squad of traffic officers at five district stations (Montgomery Village/6th District does not have one). The primary focus of the officers assigned to these units is to conduct traffic enforcement and investigate traffic collisions. These officers are not obligated to handle criminal-related investigations or make arrests unless they encounter a crime in progress. The traffic officers in our Department have established a long tradition for remaining focused on their traffic enforcement mission, which makes them an excellent benchmark against which to compare traffic stop statistics.

Overall, the traffic officers accounted for almost one-third of all traffic stops (10,690). Of those stops, 58.5% were of White drivers, 25.6% were of Black drivers, 8.4% were of Hispanic drivers, 6.7% were of Asian drivers and 0.8% were American Indian. Note that these stops by traffic officers include many of those low discretion stops referenced above.

	All Traffic Stops		Traffic Squad Stops	
	All Persons Stopped		All Persons Stopped	
	#	%	#	%
American Indian	460	1.4%	81	0.76%
Asian	2,370	7.24%	721	6.74%
Black	8,932	27.28%	2,733	25.57%
Hispanic	3,728	11.39%	902	8.44%
White	17,253	52.69%	6,253	58.49%
TOTAL:	32,743	100%	10,690	100.00%

PHOTO RED LIGHT CAMERA COMPARISON

In October 1999 the Department deployed ten cameras, which are rotated between fifteen locations to support the administrative enforcement of red light violations. These cameras are distributed throughout the County and were placed after analysis of collision and traffic citation data identified the most productive locations for red light violations. The program has proven to be very effective and the Department is planning on expanding the program to 25 cameras during this fiscal year.

The camera takes a picture of the registration plate of the vehicle involved in a red light violation. When issuing the violation notice, a technical clerk obtains the owner information from the Maryland Motor Vehicle Administration listing, which includes the owner's race. Commercial vehicles and out-of-state registration information are omitted from the data collected. It was possible that the registered owner was not the operator at the time of the violation. The validity of the data from the cameras would increase if the race of the driver could be identified and some random sampling opportunities were available. However, this is not possible within the current photo red light program.

The Department believes that using the data collected from cameras provide an excellent source of unbiased, external data for comparison purposes. Unfortunately, the Department did not begin collecting data for this purpose until January 2001, so only the first quarter of 2001 data is available for this report.

	All Traffic Stops		Red Light Camera*	
	All Persons Stopped		Registered Owner	
	#	%	#	%
American Indian	460	1.4%	1	.019%
Asian	2,370	7.24%	502	9.71%
Black	8,932	27.28%	1,035	20.02%
Hispanic	3,728	11.39%		
Other			275	5.32%
White	17,253	52.69%	3,357	64.94%
TOTAL:	32,743	100%	5,169	100.09%

**Includes data for 01/01/01 to 03/31/01 only.*

The quarterly review revealed that a total of 5,169 violations were issued. Analysis revealed that 64.9% of the vehicle owners were White, followed by 20% Black owners, 9.7% Asian owners and 5.3% owners classified as "other" by the Motor Vehicle Administration. This table (Red Light Camera) does not include data on Hispanics, because the Maryland Motor Vehicle Administration provides no racial designation for Hispanic drivers. Therefore, the Hispanic population in this table is absorbed into the other racial categories.

In summary, the stop rates for Black drivers/owners in all three benchmarks exceeded 20%, which is more consistent with the findings from the traffic stop data. Although the statistical reliability is unknown, the application appears to be reasonable and worth further exploration.

DATA COLLECTION

Pursuant to the Memorandum of Agreement (MOA), the MCPD agreed to begin collecting and analyzing data from all traffic stops made by MCPD officers. As specified in the MOA, the MCPD, in consultation with the FOP, developed and implemented a "Data Collection Protocol" detailing the data collection and analysis requirements. The Department of Justice subsequently approved this document.

For each stop made by an MCPD officer, the following information was collected:

- ☒ officer group (not name)
- ☒ date of the stop
- ☒ time (in six hour blocks)
- ☒ approximate duration of stop
- ☒ race/ethnicity and gender of the driver
- ☒ driver's DOB (if known)
- ☒ state in which the driver is licensed to drive
- ☒ whether or not the driver is a resident of Montgomery County, as reflected by the driver's license
- ☒ the state in which the vehicle is registered
- ☒ whether the stop was based on radar, laser, or a look-out
- ☒ whether the driver was issued a summons or warning and, if so, the types of violations cited or warned
- ☒ whether consent to search the vehicle was requested and, if so, whether consent was granted
- ☒ whether a nonconsensual search of the vehicle was conducted
- ☒ whether any contraband or other property was seized and, if so, a description of the type and quantity of any contraband or other property seized
- ☒ whether the driver or passenger(s) were arrested and, if so, the types of charges
- ☒ whether any police vehicle involved in the stop was equipped with in-vehicle video equipment

SUBGROUPS

It is important to note that the identity of the individual officer was not captured. Officers were assigned to subgroups for the purposes of tracking activity. Officers in the same assignment and/or geographic location were members of the same subgroup; each subgroup contained six to eight officers. If an officer transferred, his or her subgroup would change accordingly.

Some traffic stops are made outside of the officers' district of assignment. However, collectively, a broader geographic understanding of the data can be obtained by using the subgroup method.

Officers working out of the district stations are members of the Field Services Bureau. Each of the six patrol districts was assigned to the same number series, only the hundred number changed to reflect the (numeric) district identifier. At the patrol level, assignments are as follows:

1 st District/Rockville	100 Series
2 nd District/Bethesda	200 Series
3 rd District/Silver Spring	300 Series
4 th District/Wheaton	400 Series
5 th District/Germantown	500 Series
6 th District/Mont. Village	600 Series

<u>District Station Unit</u>	<u>Subgroups</u>
Administration	x00-x01
Investigative Section	x10-x11
Special Assignment Team	x20-x21
Traffic	x30-x31
Patrol Shifts/Beat Teams	x40-x60's

The remaining Field Services Bureau administrative officers are assigned to subgroups 700-701.

The Investigative Services Bureau subgroups are 800-series. This includes all of the various units within the Criminal Investigations Division, Major Crimes Division, Special Investigations Division, Special Operations Division, and the Family Services Division. Note that district investigators are captured within the patrol district subgroups.

The Management Services Bureau subgroups are the 900-series. This bureau includes officers assigned to Communications, Management & Budget, Technology, Records, the Training Academy, and others.

The Office of the Chief subgroups, the 1000-series, includes officers working in the Chief's office, Legal/Labor Relations, Media, Internal Affairs, etc.

The Memorandum of Agreement mandates analysis by subgroups to evaluate trends and differences over time within the subgroups. The following data represent an analysis of subgroup data and will serve as a foundation for future efforts.

STOPS BY RACE

The information contained within this area of the report relates to the frequency of traffic stops made, by members of the over 200 subgroups, according to the race of the driver. The subgroups shown were responsible for approximately 50% of the documented activity within the respective categories.

Subgroup	Frequency - AMERICAN INDIAN	Percentage	Cumulative Percentage
0430	24	5.22%	5.22%
0252	18	3.91%	9.13%
0330	17	3.70%	12.83%
0155	16	3.48%	16.30%
0130	14	3.04%	19.35%
0255	14	3.04%	22.39%
0431	14	3.04%	25.43%
0246	12	2.61%	28.04%
0147	11	2.39%	30.43%
0243	11	2.39%	32.83%
0253	11	2.39%	35.22%
0160	10	2.17%	37.39%
0453	10	2.17%	39.57%
0153	9	1.96%	41.52%
0361	8	1.74%	43.26%
0447	8	1.74%	45.00%
0567	8	1.74%	46.74%
0241	7	1.52%	48.26%
0344	7	1.52%	49.78%

Subgroup	Frequency - ASIAN	Percentage	Cumulative Percentage
0430	194	8.19%	8.19%
0130	160	6.75%	14.94%
0431	121	5.11%	20.04%
0230	92	3.88%	23.92%
0330	68	2.87%	26.79%
0140	60	2.53%	29.32%
0147	56	2.36%	31.69%
0530	55	2.32%	34.01%
0252	46	1.94%	35.95%
0149	44	1.86%	37.81%
0155	43	1.81%	39.62%
0156	40	1.69%	41.31%
0344	39	1.65%	42.95%
0453	39	1.65%	44.60%
0153	36	1.52%	46.12%
0256	36	1.52%	47.64%
0353	33	1.39%	49.03%
0447	33	1.39%	50.42%

Subgroup	Frequency - BLACK	Percentage	Cumulative Percentage
0430	665	7.45%	7.45%
0330	555	6.21%	13.66%
0230	450	5.04%	18.70%
0431	426	4.77%	23.47%
0130	275	3.08%	26.55%
0344	241	2.70%	29.24%
0355	206	2.31%	31.55%
0353	194	2.17%	33.72%
0331	189	2.12%	35.84%
0373	173	1.94%	37.77%
0371	168	1.88%	39.66%
0530	131	1.47%	41.12%
0453	123	1.38%	42.50%
0447	120	1.34%	43.84%
0352	113	1.27%	45.11%
0343	111	1.24%	46.35%
0361	110	1.23%	47.58%
0552	109	1.22%	48.80%
0153	104	1.16%	49.97%

Subgroup	Frequency - HISPANIC	Percentage	Cumulative Percentage
0430	249	6.68%	6.68%
0330	175	4.69%	11.37%
0431	134	3.59%	14.97%
0230	120	3.22%	18.19%
0130	115	3.08%	21.27%
0453	105	2.82%	24.09%
0361	92	2.47%	26.56%
0651	74	1.98%	28.54%
0252	69	1.85%	30.39%
0255	69	1.85%	32.24%
0447	69	1.85%	34.09%
0353	65	1.74%	35.84%
0456	65	1.74%	37.58%
0355	59	1.58%	39.16%
0243	56	1.50%	40.67%
0144	54	1.45%	42.11%
0152	52	1.39%	43.51%
0156	52	1.39%	44.90%
0552	52	1.39%	46.30%
0363	50	1.34%	47.64%
0246	48	1.29%	48.93%
0147	47	1.26%	50.19%

Subgroup	Frequency - WHITE	Percentage	Cumulative Percentage
0230	1480	8.58%	8.58%
0130	1445	8.38%	16.95%
0430	1167	6.76%	23.72%
0431	754	4.37%	28.09%
0530	633	3.67%	31.76%
0330	462	2.68%	34.43%
0140	310	1.80%	36.23%
0552	289	1.68%	37.91%
0549	288	1.67%	39.58%
0243	263	1.52%	41.10%
0256	256	1.48%	42.58%
0255	255	1.48%	44.06%
0147	249	1.44%	45.51%
0144	234	1.36%	46.86%
0149	234	1.36%	48.22%
0253	224	1.30%	49.52%
0156	219	1.27%	50.79%

REASON FOR STOP

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the reason for the traffic stop. Reasons for stops include violations for speed (officer observed and by radar/laser devices), red light, traffic device, or equipment, as well as “other traffic,” crime in progress, want index (wanted person), the result of a lookout, or investigative. The subgroups shown here were those responsible for approximately 50% of the documented activity in each of the respective categories.

Subgroup	Frequency - SPEED	Percentage	Cumulative Percentage
0430	1795	10.94%	10.94%
0230	1639	9.99%	20.93%
0130	1475	8.99%	29.92%
0431	1177	7.17%	37.10%
0530	729	4.44%	41.54%
0330	606	3.69%	45.23%
0256	281	1.71%	46.95%
0140	261	1.59%	48.54%
0331	246	1.50%	50.04%

Subgroup	Frequency - RADAR / LASER	Percentage	Cumulative Percentage
0430	1766	13.28%	13.28%
0230	1649	12.40%	25.67%
0130	1426	10.72%	36.39%
0431	1161	8.73%	45.12%
0530	692	5.20%	50.32%

Subgroup	Frequency - REDLIGHT	Percentage	Cumulative Percentage
0155	139	5.70%	5.70%
0330	134	5.50%	11.20%
0552	76	3.12%	14.32%
0453	67	2.75%	17.06%
0156	66	2.71%	19.77%
0253	65	2.67%	22.44%
0353	55	2.26%	24.69%
0252	53	2.17%	26.87%
0430	51	2.09%	28.96%
0256	49	2.01%	30.97%
0140	46	1.89%	32.85%
0255	43	1.76%	34.62%
0153	42	1.72%	36.34%
0553	41	1.68%	38.02%
0130	40	1.64%	39.66%
0452	39	1.60%	41.26%
0144	38	1.56%	42.82%
0243	38	1.56%	44.38%
0246	35	1.44%	45.82%
0568	34	1.39%	47.21%
0152	33	1.35%	48.56%
0331	33	1.35%	49.92%

Subgroup	Frequency - TRAFFIC DEVICE	Percentage	Cumulative Percentage
0330	415	9.00%	9.00%
0230	381	8.27%	17.27%
0130	234	5.08%	22.35%
0430	215	4.66%	27.01%
0246	134	2.91%	29.92%
0447	131	2.84%	32.76%
0371	98	2.13%	34.89%
0243	95	2.06%	36.95%
0149	94	2.04%	38.99%
0344	91	1.97%	40.96%
0441	90	1.95%	42.92%
0363	84	1.82%	44.74%
0343	82	1.78%	46.52%
0431	77	1.67%	48.19%
0355	74	1.61%	49.79%

Traffic Stop Data Collection Analysis – Initial Report

Subgroup	Frequency - EQUIPMENT	Percentage	Cumulative Percentage
0651	129	4.84%	4.84%
0355	107	4.01%	8.85%
0252	98	3.68%	12.53%
0161	82	3.08%	15.60%
0352	82	3.08%	18.68%
0152	70	2.63%	21.31%
0568	65	2.44%	23.74%
0253	63	2.36%	26.11%
0453	63	2.36%	28.47%
0147	62	2.33%	30.80%
0255	62	2.33%	33.12%
0153	61	2.29%	35.41%
0243	61	2.29%	37.70%
0250	56	2.10%	39.80%
0162	55	2.06%	41.86%
0549	45	1.69%	43.55%
0361	44	1.65%	45.20%
0144	42	1.58%	46.77%
0344	42	1.58%	48.35%
0552	41	1.54%	49.89%

Subgroup	Frequency - C.I.P.	Percentage	Cumulative Percentage
0353	63	35.00%	35.00%
0350	19	10.56%	45.56%
0320	14	7.78%	53.33%

Subgroup	Frequency - WANT INDEX	Percentage	Cumulative Percentage
0120	2	8.33%	8.33%
0140	2	8.33%	16.67%
0372	2	8.33%	25.00%
0444	2	8.33%	33.33%
0555	2	8.33%	41.67%
0200	1	4.17%	45.83%
0244	1	4.17%	50.00%

Subgroup	Frequency - INVESTIGATORY	Percentage	Cumulative Percentage
0320	47	19.03%	19.03%
0152	16	6.48%	25.51%
0243	14	5.67%	31.17%
0456	8	3.24%	34.41%
0256	7	2.83%	37.25%
0420	7	2.83%	40.08%
0647	7	2.83%	42.91%
0838	7	2.83%	45.75%
0255	6	2.43%	48.18%
0441	5	2.02%	50.20%

Subgroup	Frequency - OTHER TRAFFIC	Percentage	Cumulative Percentage
0330	687	3.63%	3.63%
0130	580	3.07%	6.70%
0430	532	2.81%	9.52%
0230	497	2.63%	12.14%
0252	382	2.02%	14.17%
0243	367	1.94%	16.11%
0255	365	1.93%	18.04%
0355	340	1.80%	19.84%
0246	338	1.79%	21.62%
0155	336	1.78%	23.40%
0144	324	1.71%	25.12%
0447	315	1.67%	26.78%
0453	314	1.66%	28.44%
0552	314	1.66%	30.10%
0253	302	1.60%	31.70%
0371	300	1.59%	33.29%
0431	288	1.52%	34.81%
0153	287	1.52%	36.33%
0147	286	1.51%	37.84%
0344	283	1.50%	39.34%
0156	281	1.49%	40.83%
0568	266	1.41%	42.23%
0152	263	1.39%	43.62%
0140	253	1.34%	44.96%
0241	244	1.29%	46.25%
0149	240	1.27%	47.52%
0549	240	1.27%	48.79%
0456	235	1.24%	50.03%

Subgroup	Frequency - LOOK OUT	Percentage	Cumulative Percentage
0453	6	7.06%	7.06%
0456	6	7.06%	14.12%
0444	5	5.88%	20.00%
0461	4	4.71%	24.71%
0144	3	3.53%	28.24%
0155	3	3.53%	31.76%
0356	3	3.53%	35.29%
0452	3	3.53%	38.82%
0460	3	3.53%	42.35%
0553	3	3.53%	45.88%
0140	2	2.35%	48.24%
0252	2	2.35%	50.59%

STOPS BY ACTION TAKEN

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the action taken after the traffic stop. Action taken can include a traffic citation, criminal citation, verbal warning, written warning, equipment repair order, arrest or no action taken. The subgroups shown were those responsible for approximately 50% of the documented activity in each of the respective categories.

Subgroup	Frequency - TRAFFIC CITATION	Percentage	Cumulative Percentage
0430	2214	9.24%	9.24%
0230	2119	8.84%	18.08%
0130	1843	7.69%	25.77%
0431	1405	5.86%	31.63%
0330	1173	4.89%	36.53%
0530	792	3.30%	39.83%
0344	380	1.59%	41.42%
0331	377	1.57%	42.99%
0552	331	1.38%	44.37%
0147	327	1.36%	45.74%
0140	312	1.30%	47.04%
0447	304	1.27%	48.31%
0549	296	1.24%	49.55%
0149	295	1.23%	50.78%

Subgroup	Frequency - CRIMINAL CITATION	Percentage	Cumulative Percentage
0465	4	10.00%	10.00%
0147	3	7.50%	17.50%
0161	3	7.50%	25.00%
0152	2	5.00%	30.00%
0355	2	5.00%	35.00%
0420	2	5.00%	40.00%
0441	2	5.00%	45.00%
0444	2	5.00%	50.00%

Subgroup	Frequency - VERBAL WARNING	Percentage	Cumulative Percentage
0252	221	3.30%	3.30%
0130	202	3.01%	6.31%
0144	194	2.89%	9.20%
0355	194	2.89%	12.10%
0453	192	2.86%	14.96%
0255	173	2.58%	17.54%
0155	171	2.55%	20.09%
0140	161	2.40%	22.49%
0243	153	2.28%	24.77%
0651	152	2.27%	27.04%
0253	151	2.25%	29.29%
0455	144	2.15%	31.44%
0161	143	2.13%	33.57%
0147	142	2.12%	35.69%
0353	136	2.03%	37.72%
0153	123	1.83%	39.55%
0431	110	1.64%	41.19%
0152	109	1.63%	42.82%
0256	106	1.58%	44.40%
0156	96	1.43%	45.83%
1006	95	1.42%	47.25%
0143	93	1.39%	48.64%
0372	92	1.37%	50.01%

Subgroup	Frequency- WRITTEN WARNING	Percentage	Cumulative Percentage
0568	91	5.12%	5.12%
0552	57	3.21%	8.32%
0441	56	3.15%	11.47%
0153	51	2.87%	14.34%
0244	51	2.87%	17.21%
0353	50	2.81%	20.02%
0343	47	2.64%	22.67%
0440	44	2.47%	25.14%
0352	42	2.36%	27.50%
0253	40	2.25%	29.75%
0246	39	2.19%	31.95%
0430	39	2.19%	34.14%
0156	38	2.14%	36.28%
0447	37	2.08%	38.36%
0252	36	2.02%	40.38%
0465	35	1.97%	42.35%
0247	34	1.91%	44.26%
0549	34	1.91%	46.18%
0263	33	1.86%	48.03%
0241	32	1.80%	49.83%

Subgroup	Frequency - EMERGENCY REPAIR ORDER	Percentage	Cumulative Percentage
0651	103	10.83%	10.83%
0250	46	4.84%	15.67%
0147	36	3.79%	19.45%
0361	34	3.58%	23.03%
0152	32	3.36%	26.39%
0149	30	3.15%	29.55%
0549	28	2.94%	32.49%
0153	26	2.73%	35.23%
0255	26	2.73%	37.96%
0563	26	2.73%	40.69%
0568	24	2.52%	43.22%
0552	23	2.42%	45.64%
0430	21	2.21%	47.84%
0447	20	2.10%	49.95%

Subgroup	Frequency - ARREST	Percentage	Cumulative Percentage
0255	61	6.00%	6.00%
0130	57	5.60%	11.60%
0320	48	4.72%	16.32%
0456	48	4.72%	21.04%
0838	44	4.33%	25.37%
0252	42	4.13%	29.50%
0353	33	3.24%	32.74%
0152	30	2.95%	35.69%
0355	30	2.95%	38.64%
0453	27	2.65%	41.30%
0356	25	2.46%	43.76%
0352	24	2.36%	46.12%
0552	23	2.26%	48.38%
0156	21	2.06%	50.44%

Subgroup	Frequency - NO ACTION	Percentage	Cumulative Percentage
0243	21	6.52%	6.52%
0453	14	4.35%	10.87%
0256	11	3.42%	14.29%
0555	11	3.42%	17.70%
0556	11	3.42%	21.12%
0152	10	3.11%	24.22%
0349	10	3.11%	27.33%
0567	9	2.80%	30.12%
0153	8	2.48%	32.61%
0246	8	2.48%	35.09%
0456	8	2.48%	37.58%
0249	7	2.17%	39.75%
0344	7	2.17%	41.93%
0461	7	2.17%	44.10%
0465	7	2.17%	46.27%

IDENTIFIED TECHNOLOGICAL PROBLEMS

Throughout the data collection and analysis process, several major problems have been identified regarding the use of the hand-held computers that need to be corrected in order for the Department to more effectively comply with the requirements established in the MOA.

The database, while designed to collect data in the hand-held PC's, does not support an effective analysis process. The database structure does not follow normal conventions and requires the utilization of several special analysis tools to effectively extract the data. The database lacks fields that capture whether a unit has been docked. Further, it does not capture the number of citations issued or the specific reason for the stop. Below is an outline of the preliminary modifications that are necessary to facilitate better analysis, thereby reducing the reliance on a consultant for statistical support. All of these changes will require a modification of the MOA as well as agreement of all involved parties.

Problem	Solution
1. The data system structure does not support or facilitate analysis. Information is concatenated in fields that require special analysis products and the services of a statistician.	Normalize the database structure.
2. The transfer of the data from the pocket PC to the database creates duplicate records.	Purchase the upgrade that utilizes Internet based technology.
3. The database does not have the ability to identify if an individual PC has docked. The Department is working to ensure that all of the traffic stops are being captured. During the past year several traffic stop records have been lost due to officers not docking regularly.	Develop an arbitrary identifier number for the pocket PC, which is recorded when the unit is docked. The number would be protected and grouped at the district/unit level. This modification would allow identification of any PC not being docked weekly/monthly so policy compliance can be ensured.
4. Incomplete or incorrect Subgroup numbers, which inhibit analysis of the record.	Develop quality control safeguards that ensure accurate collection of the record.
5. Analysis revealed the multi-violation field dramatically impacts the ability to identify why a traffic stop occurred, which is especially important when consent searches occur.	Create a separate field to capture the reason for the traffic stop in addition to the traffic violations encountered.
6. The "Driver Status" field allows "No Action," which has been incorrectly utilized in traffic stops where searches occur.	Modify the program so this option is not available except for Crimes in Progress stops where it is applicable.
7. The number of stops and citations do not correlate.	Create a field that captures the number of citations issued for each stop.

Problem	Solution
8. The driver violation categories do not accurately or effectively identify all the violations. Violations such as DWI or Child Safety Seats are not included.	Expand the selections logically so that the screen better captures the information.
9. The “Non-Traffic” screen does not have any data quality control, which allows inconsistent data to be entered that inhibits analysis.	Re-engineer the screen so that a drop-down selection list is utilized.
10. The “Arrest” field in the driver status database is not being utilized correctly, presumably due to its location in the collection process.	Break out the selection from the driver status so it is more identifiable.
11. Interpretation of the search data is extremely difficult due to the design protocol.	Redesign the screen so that all reasons for searches are listed and add a selection to identify when a vehicle is not searched.
12. There is no way to capture passenger demographics (if action is taken against a passenger).	Add passenger demographic data .

In order for the identified problems to be resolved, discussions must take place between all parties to the Agreement in order to ensure proper consideration of process as well as monetary issues.

SUMMARY

The Montgomery County Department of Police is proud of the job its men and women perform each day. In recent years, much progress has been made in the recruitment, selection, and training of qualified officer candidates for our Department. The responsibilities and challenges that face our officers are many, sometimes even life-threatening. Despite these challenges, our officers approach their jobs with a high degree of professionalism, dignity, respect, and an unwavering commitment to service. Does this mean that we are perfect? Are we immune to criticism regarding service delivery or suggestions that our officers engage in disparate treatment of minority motorists? The answer to those questions is, unequivocally, no.

Much like any good organization, we are committed to improvement and, to that end, have begun the arduous tasks of collecting data relating to traffic stops within Montgomery County. Through the collection of this traffic stop data, our Department can fulfill its obligation to the community to determine if, and/or to what extent, our personnel may be engaged in the disparate treatment of minority motorists. Regardless of the findings, the self-examination that we are performing will inevitably assist us in better understanding how we routinely conduct business and if our existing policies, training procedures, and business practices are in the best interest of building partnerships with all segments of the community and combating crime.

Positive race relations continue to be a major stumbling block for America. The issue, though seemingly simple, is really quite complex. The reality or perception of racial bias impacts many components of our daily lives, to include education, labor, housing, employment, health care, and finance, to name a few. It should come as no surprise that the law enforcement community is now grappling with this same, very challenging, issue. The results of racial bias are always the same: division, disappointment, distrust, and feelings of disenfranchisement. Nationally, the media and public have given much attention to the issue of “racial profiling.”

Discussions regarding racially influenced policing are taking place across America. There is growing concern by the public that racially biased policing is a routine practice of law enforcement. In Montgomery County, Maryland, allegations of disparate treatment of minority motorists by MCPD have been raised. Whether factual or not, the consequence of such a reality or perception creates a growing division between the police and the community we are sworn to serve. In order for the police to be most effective in identifying and combating crime, we must work in partnership with the citizens of our community.

We feel the collection, review, analysis, and discussion of traffic stop data can serve as a solid foundation for the development of procedures that will ensure the continued delivery of quality service that the Montgomery County community has come to expect.